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**WASHINGTON METROPOLITAN AREA TRANSIT  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u><b>FY 2001</b></u>	<u><b>FY 2002</b></u>	<u><b>FY 2003</b></u>	<u><b>FY 2004</b></u>	<u><b>FY 2005</b></u>	<u><b>FY 2006</b></u>	<u><b>SIX-YEAR TOTAL</b></u>
<u><b>Construction Program</b></u>							
<b>Major Projects</b>	79.4	175.8	217.9	150.8	106.4	69.6	799.9
<b>Special Funds*</b>	69.5	110.3	145.5	76.7	26.9	52.9	481.8
<b>Federal Funds</b>	9.9	65.5	72.4	74.1	79.5	16.7	318.1
<b>Federal Funds - WMATA**</b>	85.5	79.4	67.7	70.9	70.9	58.7	433.1
<b>Special Funding*** (Governor's Initiative)</b>	-	7.6	18.6	18.6	12.6	22.6	80.0

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\* Includes General Funds for Addison Road

\*\* These federal funds are received by WMATA directly and are not included in the MDOT budget.

\*\*\* These are funds for the Governor's Transit Initiative from FY 2002-FY 2006. They are included in the total and are part of the "Special Funds\*" line. They are broken out for informational purposes.



**STATUS:** The Glenmont station opened on July 25, 1998. The six mile Branch Avenue route extension will open January 13, 2001, and includes five stations (four located in Maryland).

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** The total cost shown includes federal funds received by WMATA directly. Normal reprogramming of capital cash flow based on WMATA construction schedules and anticipated close-out expenditures.

**PROJECT:** Metrorail Construction

**DESCRIPTION:** This funding is for the Maryland Department of Transportation's share of Metrorail construction for the six-year period. Funds are programmed for remaining work on the 103-mile system, including the new Branch Avenue (F) route in Maryland. Funds are programmed based on formula allocations. Cashflow occurs through FY 2005 to cover all 103-mile close-out expenditures.

**JUSTIFICATION:** To provide financial assistance for the construction of a 103-mile heavy rail rapid transit system in the Washington region by the Washington Metropolitan Area Transit Authority (WMATA) subject to the availability of federal and local funds and approved annual budgets.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☒ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- Metrorail Debt Service Payments - Line 2
- Metrorail Equipment Rehabilitation and Replacement - Line 4

POTENTIAL FUNDING SOURCE:											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2003....	....2004....	....2005....	....2006....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	2,500,060	2,332,404	61,940	45,711	21,023	19,491	19,491	0	167,656	0	0
Total	2,500,060	2,332,404	61,940	45,711	21,023	19,491	19,491	0	167,656	0	0
Federal-Aid	1,847,724	1,742,940	38,712	28,569	13,139	12,182	12,182	0	104,784	0	0

**USAGE:** Completion of these lines by 2001 will increase annual ridership in excess of 6 million passengers.

**OPERATING COST IMPACT:** Green Line extension is approximately \$3 million annually.

Federal funds shown are received directly by WMATA. Maryland's share of rail construction program is deterined by regional formula.



**STATUS:** The Record of Decision on the FEIS was provided by FTA. A local funding grant agreement was executed in May, 2000. The federal funding grant agreement (FFGA) was approved in December 2000. With funding in place, the right of way activity has already begun with construction to follow in FY 2002.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Cash flow changes based on the FFGA anticipated federal aid schedule, and Maryland general fund availability..

**PROJECT:** Addison Road to Largo Town Center Metrorail Extension

**DESCRIPTION:** Construct a 3.0 mile Metrorail extension from the Addison Road Station to the Largo Town Center in Prince George's County. The project includes two new Metrorail stations -- one at Summerfield Street and the second at Largo Town Center.

**JUSTIFICATION:** The Addison Road extension will increase transit ridership in the corridor and assist in economic development in Summerfield and Largo Town Center areas. WMATA projects an additional 20,000 riders daily after six months of operation. This Construction Program is the first rail extension beyond the 103-mile system, and reflects the Governor's ambitious efforts to double transit ridership.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
				SPECIAL	FEDERAL	GENERAL	OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	433,870	0	30,000	120,000	157,100	87,310	39,460	0	433,870	0
Total	433,870	0	30,000	120,000	157,100	87,310	39,460	0	433,870	0
Federal-Aid	260,300	0	7,500	60,000	65,000	65,000	62,800	0	260,300	0

Construction contingent upon the availability of federal and general funds.



**STATUS:** Annual payments are made for debt service by Maryland DOT in accordance with legislation enacted by the 1980 General Assembly and amended by the 1992 General Assembly. Maryland's share increased from 75% to 100% effective FY 2000.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Total funds shown include federal funds received directly by WMATA.

**PROJECT:** Metrorail Debt Service

**DESCRIPTION:** Maryland Department of Transportation's share of Metrorail debt service payments, which supplemented the 103 mile rail construction.

**JUSTIFICATION:** Payments required to retire revenue bonds previously issued by Washington Metropolitan Area Transit Authority to supplement construction costs of the Metrorail system. In December, 1993, WMATA refinanced its one-third share of these bonds to generate an additional \$54 million for the capital improvement program, while retaining the original net cost and maturity date of 2014.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Metrorail Construction - Line 1

Metrorail Equipment Rehabilitation and Replacement - Line 4

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	641,887	511,876	9,741	9,741	9,741	9,741	9,741	9,741	58,446	71,565
Total	641,887	511,876	9,741	9,741	9,741	9,741	9,741	9,741	58,446	71,565
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

Federal funds are received by WMATA.



**STATUS:** Rehabilitation of 298 Rohr rail cars is now complete with the conclusion of HVAC rehabilitation. WMATA has begun the major overhaul of the 364 Breda rail cars and incorporated other planned rehabilitation projects.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** The total costs shown includes federal funds received by WMATA directly. FY 2006 includes \$10.0 million as part of the Governor's new Transit Initiative Program, earmarked for WMATA's anticipated IRP ramp-up.

**PROJECT:** Metrorail Equipment Rehabilitation and Replacement

**DESCRIPTION:** Projects included as part of this program are: overhaul and replacement of rail car subsystems, renovation of station structures and equipment, purchase of rail support equipment, and right-of-way maintenance.

**JUSTIFICATION:** Sections of the metrorail system are now over 20 years old. Various rail car components and station equipment are wearing out and are in need of renovation or replacement. Adequate maintenance and replacement of the rail system components is required to ensure safe, reliable operation. Replacement based on industry replacement cycles.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Metrorail Construction - Line 1  
 Metrorail Debt Service Payments - Line 3

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	510,481	171,661	35,370	44,800	51,875	59,275	68,750	78,750	338,820	0
Total	510,481	171,661	35,370	44,800	51,875	59,275	68,750	78,750	338,820	0
Federal-Aid	392,215	129,159	28,296	35,840	41,500	47,420	55,000	55,000	263,056	0

A total of \$219.8 million in Federal funds are received by WMATA directly. There are \$43.3 million in federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds.



**STATUS:** WMATA has received a programmed 262 bus purchase. Fiscal Year 2002 funds the replacement of approximately one-hundred forty-foot heavy duty clean diesel buses.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** The total cost shown includes federal funds received by WMATA directly. FY 2006 includes the same estimated annual requirement for bus capital for WMATA's IRP Program.

**PROJECT:** Metrobus Capital

**DESCRIPTION:** This program provides funds for the purchase and/or mid life overhaul of Metrobuses, the procurement of support equipment for bus operations, farebox equipment and the rehabilitation of bus facilities.

**JUSTIFICATION:** The average age of the WMATA bus fleet is approximately 7.4 years. FTA guidelines suggest a six year average age based on a twelve year life expectancy. The mid-life bus overhaul program will extend the life of some Metrobuses to 15 years. Purchase and overhaul of equipment will provide a fleet that supports safe, efficient and reliable bus service.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	261,633	107,788	26,195	25,530	25,530	25,530	25,530	25,530	153,845	0
Total	261,633	107,788	26,195	25,530	25,530	25,530	25,530	25,530	153,845	0
Federal-Aid	209,025	85,949	20,956	20,424	20,424	20,424	20,424	20,424	123,076	0

A total of \$108.5 million in federal funds are received directly by WMATA. There are \$14.5 million in federal Congestion Mitigation and Air Quality (CMAQ) funds utilized by MDOT.



**STATUS:** Ongoing Program.

**PROJECT:** Metro Bus/Rail Repair Parts

**DESCRIPTION:** This project funds the replacement of repairable parts for railcars, facilities, system equipment, bus parts, and major components which are beyond economic repair. It also increases parts inventories to support system expansion, increased fleet mileage and scheduling for the overhaul program.

**JUSTIFICATION:** The project funds the procurement of parts which are vital components of WMATA's bus and rail system. Adequate quantities of parts are required to perform corrective and preventative maintenance and overhauls.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** The same annual cost of 1.8 million is added for FY 06.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	....2003....	....2004....	....2005....	....2006....	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,278	1,786	1,692	1,760	1,760	1,760	1,760	1,760	10,492	0
Total	12,278	1,786	1,692	1,760	1,760	1,760	1,760	1,760	10,492	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** WMATA has set forth a new System Access Program (SAP) budget that includes all projects as described. Expect approval of SAP in April.

**PROJECT:** WMATA System Access Initiative

**DESCRIPTION:** This initiative will go toward the purchase of 300 new Metrobuses and 50 new rail cars to accommodate projected ridership growth on the Metro system. Investments also include a 200-bay bus garage to house the new buses, a ramp-up of the WMATA Capital Improvement Program to address concerns over Metrorail structural decline, and funding for major repairs of the Metrorail Red Line, which is experiencing the effects of water intrusion. A \$3 million investment to expand the use of Smart Card technology throughout the Washington region is included in Mass Transit Administration project summaries.

**JUSTIFICATION:** The Metropolitan Washington Council of Governments (MWCOC) forecasts that ridership demand on the Metro system will increase by 49 percent over the next 25 years. To accommodate this growth, improvements must be made to a system that has been challenged by parking shortages, operational failures and structural decline of an aging rail system, and unprecedented residential and employment growth throughout the Washington region. Failure to make these investments will increase traffic gridlock in one of the nation's most congested regions.

**SMART GROWTH STATUS**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** This is a new program that begins in FY 2002.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	69,915	0	0	7,583	18,583	18,583	12,583	12,583	69,915	0
Total	69,915	0	0	7,583	18,583	18,583	12,583	12,583	69,915	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

This project is part of the Governor's Transit Initiative.